

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claim 1 (cancelled)

Claim 2 (currently amended) The profiled frame according to claim ~~1~~40, characterized by the fact that the flat strip material is flat steel.

Claim 3 (currently amended) The profiled frame according to claim ~~1~~40, characterized by the fact that the cross-section of the hollow profile is closed off.

Claim 4 (currently amended) The profiled frame according to claim ~~1~~40, characterized by the fact that a flange is provided at the hollow profile, following the progression of the hollow profile.

Claim 5 (currently amended) The profiled frame according to claim 4, characterized by the fact that the hollow profile ~~and/or~~ the flange also features a contact surface ~~and/or~~ an attachment formation.

Claim 6 (currently amended) The profiled frame according to claim ~~1~~40, characterized by the fact that the additional profile is welded or soldered to the hollow profile.

Claim 7 (cancelled)

Claim 8 (currently amended) The profiled frame according to claim ~~7~~40, characterized by the fact that the additional profile is made of flat steel.

Claim 9 (currently amended) The profiled frame according to claim 140, characterized by the fact that the hollow profile features an essentially unchanging cross-section.

Claim 10 (original) The profiled frame according to claim 3, characterized by the fact that the hollow profile features an essentially unchanging cross-section.

Claim 11 (original) The profiled frame according to claim 10, characterized by the fact that the additional profile is welded or soldered to the hollow profile.

Claim 12 (cancelled)

Claim 13 (currently amended) The profiled frame according to claim 14, characterized by the fact that the length of the hollow profile and the length of the flange differ from each other.

Claim 14 (currently amended) The profiled frame according to claim 14, characterized by the fact that the length of the additional profile and the length of the flange differ from each other.

Claim 15 (original) The profiled frame according to claim 13, characterized by the fact that the length of the additional profile and the length of the flange differ from each other.

Claim 16 (cancelled)

Claim 17 (cancelled)

Claim 18 (cancelled)

Claim 19 (currently amended) The profiled frame according to claim ~~18~~40, characterized by the fact that the hollow profile features an excess of 20 mm to 120 mm at at least one end.

Claim 20 (original) The profiled frame according to claim 19, characterized by the fact that the hollow profile features an excess of 30 mm to 80 mm at at least one end.

Claim 21 (currently amended) The profiled frame according to claim ~~14~~0, characterized by the fact that the hollow profile is closed off by welding or by soldering.

Claim 22 (original) The profiled frame according to claim 21, characterized by the fact that the weld seam of the hollow profile is located within the outer contour of the hollow profile.

Claim 23 (original) The profiled frame according to claim 22, characterized by the fact that the additional profile is welded or soldered to the hollow profile.

Claim 24 (currently amended) The profiled frame according to claim ~~14~~0, characterized by the fact that an outside of the profiled frame is straight and not cambered ~~to the outside~~, and that a design-dependent camber ~~or similar feature~~ is achieved by additional mounted parts.

Claim 25 (currently amended) The profiled frame according to claim ~~14~~0, characterized by the fact that the additional profile, at its end assigned to ~~the~~a B-pillar of the motor vehicle door, is shortened compared to the hollow profile.

Claim 26 (currently amended) The profiled frame according to claim 25, characterized by the fact that the additional profile, at its end assigned to ~~the~~ a B-pillar of the motor vehicle door, is shortened compared to the hollow profile by 20 mm to 60 mm.

Claim 27 (currently amended) The profiled frame according to claim 26, characterized by the fact that the additional profile, at its end assigned to ~~the~~ a B-pillar of the motor vehicle door, is shortened compared to the hollow profile by 30 mm to 50 mm.

Claim 28 (currently amended) The profiled frame according to claim ~~140~~, characterized by the fact that the profiled frame is formed by permanently and rigidly connecting the hollow profile, the additional profile(s) and, where applicable, the flange in their straight condition, and then stretch-bending together.

Claim 29 (currently amended) The profiled frame according to claim ~~140~~, wherein the profiled frame is a door window frame and is part of a motor vehicle door or lid having an outer door wall, an inner door wall and an interior lining.

Claim 30 (cancelled)

Claim 31 (cancelled)

Claim 32 (cancelled)

Claim 33 (currently amended) The manufacturing method according to claim ~~3241~~, characterized by the fact that ~~in a second procedure step~~ the cross-section of the hollow profile is closed off to a closed hollow profile by means of linear welding along a weld seam.

Claim 34 (currently amended) The manufacturing method according to claim 3241, characterized by the fact that ~~in the fourth procedure step~~ the additional profile is welded or soldered to the hollow profile.

Claim 35 (currently amended) The manufacturing method according to claim 3241, characterized by the fact that the ~~fourth procedure step is temporally~~ connection of the additional profile is conducted independent from the ~~first procedure step~~ manufacturing of the hollow profile.

Claim 36 (cancelled)

Claim 37 (currently amended) The manufacturing method according to claim 3241, characterized by the fact that ~~in the first procedure step~~ a flange is fashioned together with the hollow profile as one piece, said flange following the progression of said hollow profile.

Claim 38 (currently amended) ~~The manufacturing method according to claim 32,~~
A method for manufacturing a profiled frame as a window frame or door frame of a motor vehicle door or lid,

where the profiled frame features a hollow profile and at least one contact surface or attachment formation on the hollow profile,

in which in a first procedure step the hollow profile is manufactured from flat strip material by roll forming,

in which in a third procedure step an additional profile is manufactured featuring at least one contact surface or attachment formation,

in which in a fourth procedure step the additional profile is permanently and rigidly connected with the hollow profile,

characterized by the fact that in the initial procedure steps the profiled frame is formed by permanently and rigidly connecting the hollow profile, the additional profile(s) and, where applicable, the flange in their straight condition, and that only subsequently in a fifth procedure step the profiled frame is stretch-bent to its final form.

Claim 39 (original) The manufacturing method according to claim 38, characterized by the fact that in a sixth procedure step occurring after the first procedure step and before the fifth procedure step, the flange is cut the a desired length at the hollow profile.

Claim 40 (new) A profiled frame which is arranged as a door window frame of a motor vehicle door or lid, the profiled frame comprising:

a hollow profile and an additional profile which is separate from the hollow profile,

wherein the hollow profile and the additional profile are each manufactured as a roll-formed profile from metal flat strip material,

the additional profile being permanently and rigidly connected with the hollow profile and comprising at least one contact surface or one attachment formation,

wherein the additional profile extends substantially over the full length of the hollow profile, and

wherein the length of the hollow profile and the length of the additional profile differ from each other in such a way that the hollow profile features a considerable excess at at least one end for anchoring the profiled frame below the parapet line in a door box of the motor vehicle door or lid.

Claim 41 (new) A method for manufacturing a profiled frame as a door window frame of a motor vehicle door or lid, the method comprising the steps of:

manufacturing a hollow profile from flat strip material by roll-forming,

manufacturing an additional profile featuring at least one contact surface or attachment formation from flat strip material by roll-forming,

wherein the additional profile is manufactured with a length shorter than the length of the hollow profile, and

permanently and rigidly connecting the additional profile with the hollow profile in such a way that the additional profile extends substantially over the full length of the hollow profile but the hollow profile features a considerable excess at at least one end for anchoring the profiled frame below the parapet line in a door box of the motor vehicle door or lid.

Claim 42 (new) A motor vehicle door comprising:

a profiled frame arranged as a door window frame and comprising a hollow profile and an additional profile which is separate from the hollow profile,

wherein the hollow profile and the additional profile are each manufactured as a roll-formed profile from metal flat strip material,

the additional profile being permanently and rigidly connected with the hollow profile and comprising at least one contact surface or one attachment formation,

wherein the additional profile extends substantially over the full length of the hollow profile, and

wherein the length of the hollow profile and the length of the additional profile differ from each other in such a way that the hollow profile features a considerable excess at at least one end for anchoring the profiled frame below the parapet line in a door box of the motor vehicle door, and

wherein the excess of the profiled frame is anchored in the door box of the motor vehicle door or lid.

Claim 43 (new) The motor vehicle door of claim 42, wherein the anchoring of the profiled frame is accomplished by welding, soldering, screwing or riveting.